



**Compass Advisory Team Meeting
Thursday May 21, 2015**

Meeting Notes

Present: Teresa Adams/UW (*phone*), Scott Bush, Tom Goodwyn (*phone*), Bob Hanifl, Jim Hughes, Issam Kayssi/UW (*phone*), Bill McNary, Doug Passineau, Iver Peterson, Dan Raczowski, and Mark Woltmann.

1. Compass Advisory Team Membership. Jim Hughes was welcomed to the team as its newest member. Jim is the new WisDOT State Maintenance Engineer, replacing Todd Matheson, who recently transferred to the Madison region office. There is currently one vacant position on the team – the seat formerly held by Tom Lorfeld, who retired as the Columbia County Highway Commissioner. Doug will discuss the open seat with the Wisconsin County Highway Association.

2. Previous Meeting Notes. Notes from the May 15, 2014 meeting were reviewed. The meeting notes were accepted as submitted.

3. 2014 Compass Field Data. A PowerPoint presentation was provided on the draft *2014 Compass Annual Report*. The presentation summarized the Compass field review, routine replacement of signs, bridge conditions, and winter maintenance.

A more detailed analysis of the Compass field review was provided through Region Scorecards and Region Visualizations. The scorecards identify the overall region grade point average, along with the region grade point average by Compass contribution category (maintenance priorities) and by Compass element (shoulders, drainage, roadside, traffic control). The scorecards identify when a region has the highest or lowest region backlog rate in the state. The scorecard also lists region features in worse condition than the maintenance targets and features in better condition than the fiscally-constrained targets. The region “visualizations” illustrate the same information graphically, comparing region conditions with other regions, the statewide level, and the statewide maintenance target.

The full draft report will be sent to team members tomorrow and review comments should be provided within two weeks. The draft report has also been reviewed by the WisDOT Operations Managers and WisDOT Maintenance Supervisors. The final report will be posted on the Compass website, discussed with Compass raters at their annual training, and a link to the report will be sent to state and county staff.

4. MAPSS Performance Measures Program. The Compass field data is the MAPSS performance measure for highway maintenance. An annual grade point average is calculated based on the individual grades for the 28 Compass features. The calendar year 2014 GPA is 2.50, while the WisDOT goal is 3.00 (on a 0 to 4 scale). The gap between the WisDOT goal and actual conditions underscores the need for additional maintenance funding. The 2014 GPA is a drop from the 2.57 figure calculated in 2013. A handout “Compass Maintenance Priorities and Grading Curves” was distributed and identifies how the 28 feature grades are calculated.

Other MAPSS performance measures impacted by maintenance and operations were discussed, including winter response, pavement conditions, bridge conditions, and incident response. Three new MAPSS measures were also highlighted:

- Program Effectiveness – A Preservation performance measure that compares a region’s 3R (resurfacing, restoration and rehabilitation) improvement program to the WisDOT 3R asset management model. The analysis compares recommended projects in each program by location, scope and timing.
- Reliability – A Mobility performance measure that expresses congestion for Interstate corridors during winter, spring, summer and fall. Reliability is represented by a planning time index, which is the ratio between the travel time at the posted speed limit and the most extreme travel delay in a period.
- Delay – Another new Mobility performance measure that tracks hours of vehicle delay on Interstate corridors during winter, spring, summer and fall.

5. Proposed Changes for the 2015 Data Collection Cycle. A handout was reviewed discussing a recommendation to implement maximum deficiency values for unpaved shoulder drop-off/build-up and for cross slope. The team recommends implementing the maximum values beginning with the 2015 Compass rating cycle. A handout “Typical Shoulder Standards” was distributed and identifies unpaved shoulder widths by roadway design class and improvement type. The handout is shared with Compass raters to highlight standard gravel shoulder widths.

The team also discussed another potential change to the field review process, where raters would identify if the Compass segment is an urban mowing section. The team also recommends implementing the urban mowing checkbox beginning with the 2015 Compass rating cycle.

Both proposed changes have also been reviewed and supported by the WisDOT Operations Managers and the WisDOT Maintenance Supervisors.

6. 2015 Compass Training Program. The training schedule was reviewed and includes a two-day introductory course in Wausau and a one-day refresher course in each region. All training sessions will be held in public facilities.

7. Research Updates. A PowerPoint presentation was provided on the USH 12/18 Unpaved Shoulder Research Project, which is evaluating deterioration on different types of shoulder materials. The WisDOT LiDAR Assessment Project was also discussed, which is evaluating potential Light Detection and Ranging (LiDAR) technology to automate and centralize data collection.

8. 2016 Meeting. The next Compass Advisory Team meeting is scheduled for May 19, 2016 in Wisconsin Rapids (i.e. 3rd Thursday in May).

9. Adjourn.